

TO : MEDTC  
Attn: [REDACTED]

DATE : 12 June 1973

FROM : SCR PNH

REF. No. : SCR/PNH73076

SUBJECT : Monthly Report - May 1973

### General

The workload for the month of May continued to increase, this in part due to a number of reasons. The KAF has an intensive Technical Training Project in progress which took many of the most qualified Technicians from the actual Maintenance Functions. The growth of the KAF continues to expand with additional aircraft arriving. The Maintenance Sections were further hampered by the increase in WORS/G parts. Many high usage items in Supply were exhausted and in some cases were not on requisition until all stock was exhausted. With the long lead time for delivery of parts this becomes critical in trying to maintain an acceptable O/R rate. The parts shortage is further aggravated by the reluctance of KAF Supply to process the repairable items to be shipped to repair facility and returned. This has been covered numerous times with Chief of Supply.

In addition to above, no specific procedure to set priorities by Maintenance also affects the O/R rate. This is caused primarily by operations as they do not always give Maintenance the next days aircraft requirement. It has been recommended that a minimum be set on each squadron and maintenance should provide that number, if not then the reason, whatever, should be investigated and resolved.

A meeting was held at Base Commander's Office between KAF Maintenance, Supply and IMAT Representatives on May 25, 1973. The meeting was to brief all concerned on the new requisition procedures, recently written by IMAT. The procedures were agreed too by all concerned and placed into effect on 1 June 1973. When those procedures become fully implemented they will replace the Hap-Hazard method of requisitioning and follow up procedure's used previously.

The present Armament Build-Up area was discussed with the Base Commander and plans are underway to relocate, it was also discussed to relocate the T-28D fighters to be armed for missions and scramble alert. The present location presents many safety hazards to aircraft and personnel.

The renovation of the shops building especially, Airborne Radio, and Electrical/Instrument has been discussed with Base Commander [REDACTED] The basic materials are available in KAF Supply (Pochentong) but there appears to be some reluctance to use those materials for this purpose.

It is extremely important to get this repair project moving, due to the rainy season is near. Without the repair much equipment will be damaged due to leaky roofs, and missing windows. The test equipment and radio spares saved will more than pay for the expenditures to repair the building not to mention the possible increase in down time of aircraft due to water damage of the equipment.

#### Aircraft Maintenance - General

Activity resume of C-47/AC-47, T-28, AU-24A, O-1D/A, U-1D and T-41 program.

#### C-47/AC-47 Aircraft

The C-47/AC-47 program still remains the most trouble-some area and until the supply problem is alleviated, will continue on same operational level. There are still four (4) aircraft without engines installed due to Q.E.C. Kits, - and components not in stock. Of these aircraft require modifications from 1830-92 to 90D engines, an additional aircraft which requires an engine due to sudden stoppage on LH engine with the tail No. 45-1116 cause an accident during landing, the extend damages will temporary repair by Cheetmetal mechanics so that the aircraft can be sent to Thai-Am for major repair.

Another C-47 aircraft was received from U.S. this month which now brings the total to three (3) aircraft received in the past months; it is now in the process of acceptance inspection which performed in Heavy Maintenance.

#### T-28 Aircraft

The Operational/Ready rate of T-28D aircraft various very little each month and remains at a fairly consistant level, any exceptional down time is due to primarily to parts shortages.

As of this writing there are still three (3) T-28B model grounded (NORS) brake and nose steering Dump Unit.

Six (6) aircraft are still waiting for completion of mandatory spar cap and landing gear brace shaft inspection, these should be completed sometime in June.

#### AU-24A Aircraft

One aircraft 72-1321 was sent to Takhli from Pochentong Air Base and is now undergoing Heavy I spection. There is now a total of thirteen (13) aircraft stationed in Pochentong<sup>n</sup> and, three (3) are still grounded awaiting parts, at present. It is still difficult to keep up with the parts request from Takhli and cannibalization is required to fill the requests.

#### O-1D/O-1A Aircraft

We experienced two accidents this month in O-1D/A program. One accident involved aircraft 55-4662 during landing in Pochentong Air Base Aircraft will be repaired at Pochentong Air Base with the capability of KAF mechanics. The other accident involved aircraft 57-2884 at Battambang Station and the extent of damage is not known and how the accident occur

## T-41 Aircraft

There is no recent developments concerning the construction of the T-41 fuselage Jig to repair the two fuselages damaged in the Heavy Maintenance Hangar. The plans for the Jig are scheduled to be completed by mid-June 1973.

## Training

<u>No. of Students</u>	<u>Subject</u>	<u>Type of Trng</u>	<u>Trng Hrs</u>
25	Familiarization on the use of work procedure sheet on AU-24A Phase Inspection.	CJT	40

## Problem

Plan to build a tool crib and Bench Stock Supply for AU-24A hangar and storage, plus office space now being built for stallion maintenance personnel.

## Summary and Projection

As previously reported the inexperience and often indifference of personnel in supervisory position's, still exists. The indifference is probably due to a number of reasons, however, it is felt the more prevalent ones are morale and discipline. This is not only true in Maintenance but other departments as well.

In the past it has been reported many times that a complete inventory of Supply is in order but to date there has been no action in this area.

The Supply Procedures that required numerous man hours to prepare were finished in October 1972 still have not been implemented. These must be implemented immediately in order to decrease the MCRS/G situation both present and future, if not then the situation will continue to deteriorate.

Maintenance Control and Material Maintenance Control (MMC) were relocated to flight line during the month and it is felt this will speed up the Maintenance requests and enable a closer control over the aircraft Maintenance.

## SHCPS

## Training Section

### General

For the month of May, only the 9th Promotion, Brevet Supérieur and two English classes were conducted. This is due to lack of sufficient instructors. The 9th Promotion, B.3. class which started with 72 students is reduced to 61 after the assignment of some students to study on-country. This class will be completed during the 2nd week of June but it has kept the four available instructors very busy thereby making impossible the scheduling of more courses as originally planned in the Master Training Schedule for 1973.

The English classes, two sessions of two hours each has been resumed. The number of students were likewise reduced due to students sent out-country. The progress of these English classes are very gradual and slow. The first class which started 5 February are now in English 900, Book III while the 2nd class which started 5 March are now in Book II. Student attendance is pretty fair considering the various details the students have to undergo.

Todate, all training records have been completed for the finished courses. A temporary filing box made of aluminum was improvised to keep the records until such time that a filing cabinet will be available.

#### Training Accomplished

<u>No. of Students</u>	<u>Subject</u>	<u>Trng Hours</u>	<u>Type of Trng</u>
17	English, class I	566	Classroom
26	English, class II	648	Classroom
61	9th Promotion, B.S.	7,668	Classroom & OJT

#### Problems

The primary problem still lies in the lack of sufficient instructors. A request for six (6) additional instructors to replace those which were reassigned has been repeatedly made, but up to the present, no action has been taken. This problem will greatly affect the scheduling of more courses.

Badly needed equipment and materials are still unavailable. This equipment has not prevented the holding of classes but it adversely effects the efficiency of this section and the quality of instruction being conducted.

#### Plan

- To schedule more courses upon completion of the 9th Promotion, Brevet Supérieur class.
- To continue the preparation of Run-up tests for T-28 and O-1D aircraft.
- To continue the preparation of lesson plans for the 1973 courses.

#### Aircraft Ground Equipment (AGE)

Plenty of equipment is continuously arriving within the month keeping all AGE personnel busy. Aside from several brake jobs, transmission overhaul and ring jobs, we still have pending one heavy duty forklift for engine change. Assembly of five B4 aero-stand and five B1 stand also pending due to heavy work load and the incoming monsoon rain.

#### Training

<u>No. of Students</u>	<u>Subject</u>	<u>Trng Hours</u>	<u>Type of Trng</u>
5	Transmission Overhaul	20	Actual & Oral
5	Trouble Shooting	20	Theory
5	Proper Use & Care of Tools	20	Actual & Oral
5	Safety on Assigned Job	20	Actual & Theory
-	English Conversation	20	Actual & Written

### Problems

As mentioned before in the last monthly report AGE is in need of adequate working space. Due to the steady flow of ground equipment and pending jobs the AGE Shop and parking area has grown smaller and smaller with the influx of additional equipment. We will soon experience continuous rain for four (4) or five (5) months. Working conditions in the shop is bearable even though it is crowded, but in the AGE yard it is almost impossible due to heavy rain.

Aside from the working condition, the equipment needs protective cover against the rain.

### Plans

Plans have been discussed with the OIC AGE to request some sort of protective cover for all equipment concerned. Also on discussion was to build a small toilet facility west side of AGE building for health and sanitation.

### Maintenance Control Section

Maintenance Control and Aircraft Record Section has been moved to a new location. This is the fourth time this section has been relocated. A dexion rack with 190 each pigeon holes was erected in the Aircraft Record Section by IMAT Advisors. This rack will be used for filing Aircraft Records.

Five (5) each Aircraft Status Boards have been mounted in the Maintenance Control Center office and another three (3) are being locally manufactured to make the total of 8 each. This will be adequate to cover the present aircraft assigned to KAF.

AFTO Form 781 series were finally received, but the plastic binders were not included. Plan to local manufacture aluminum sheet cover to be used as an alternate. Due to the heavy work load and the training of some personnel in Thailand, a slight delay to standardize the Aircraft Flight and Maintenance records to 781 series is anticipated. Work procedure sheets for 100 hour inspection is being carried out smoothly by KAF personnel with the help and guidance of IMAT Advisors. Automatic monthly distribution of aircraft work procedure sheets was requested from Udorn. Hopefully, this will solve the problem in running short of procedure sheets as experienced in the past.

An OJT in gathering and posting current daily aircraft status is being conducted daily to KAF Maintenance Control personnel and other Squadrons.

### Problems

Aircraft Status Boards do not reflect all the aircraft assigned to KAF, such as T-41s and O-1D at Battambang, Ream etc. Current Aircraft Inventory list from MEDTC has been provided to Maintenance Control officer, but no attempts has been made to correct the status boards. Aircraft that were lost or totally destroyed, which were dropped from the Aircraft Inventory list from MEDTC, are still being carried on the status boards. These should be dropped at earliest.

No flight time report or aircraft status from Battambang, Ream and other location are being received at Pochentong, resulting in incomplete flight time report being submitted to MEDTC at the end of the month.

Several unsightly items are being placed in the Maintenance Control office, such as gasoline, tires, beds, food containers etc. Recommend a storage room be provided for these items.

### SheetMetal Section

1. Supervised the repair and manufacture of some parts missing on nine (9) each T-28 aircraft gun packages received from Armament Shop. Four (4) each gun packages were completed as of 14 May 1973 and turned in to supply for stock.
2. Supervised the repair and reskinning of three (3) each horizontal stabilizer UH-1H bell aircraft and turned in to supply for stock.
3. Supervised the major damage repair on O-1D aircraft number 55-4723 due to ground loop at Pochentong Air Base. Sheetmetal job completed 10 May 1973.
4. Supervised the major damage repair on O-1D aircraft number 55-4738 due to ground loop at Pochentong Air Base. Sheetmetal job completed 14 May 1973.
5. Supervised the damage repair due to wheels up landing at Pochentong Air Base on T-28 aircraft number 51-7833. The bottom fuselage tail skid, left hand and right hand wing gun package attachments were damaged. Work completed approximately 20%. As of this writing.
6. Supervised the manufacture and painting of two (2) each work tables for Maintenance Control Section.
7. Assisted in manufacture of aircraft record stand for Maintenance Control Office.
8. Supervised the repair of bullet hole damage caused by hostile ground fire on UH-1H aircraft number 71-20268.

### Training

<u>No. of Students</u>	<u>Subject</u>	<u>Trng Hours</u>	<u>Type of Trng</u>
4	Splicing Skin Panels	4	OJT
5	Reskinning	10	OJT

### Problems

1. The shop area for paint and sheetmetal line maintenance adjacent to hangar number (5) is not adequate to store the equipments and aircraft parts to be repaired. Request expansion of the shop.
2. Lack of drill bits for sheetmetal mechanics.
3. One (1) connex is needed for storage of flamable materials for paint shop.

### Plans

1. To start temporary repair due to hard landing and damage the left hand engine nacelle wing center section and bottom surface of left hand wing on C-47 aircraft number 45-1116.
2. To complete the local manufacture of oxygen air bottle brackets for T-28 aircraft package.

### Flight Line

The T-28 fighters had a very low in commission rate during the month due to NORS items like brake linings. No major maintenance problems had been encountered during the period. However, two incidents happened, one T-28D 51-7828 made emergency landing in the rice field south of Pochontong Air Base causing substantial damage to the aircraft which is beyond KAF repair capability. Another incident is in T-28 51-153656 where the right main gear assembly collapsed while taxiing out from the parking ramp. Incident report submitted. T-28 54-183183 after completion of temporary repair has been ferried to Thai-Am for CBD repair T-28 49-1554 was also flown to Thai-Am for IRAN. Repair of T-28 51-7833 is in progress. Estimated flow time is forty five (45) days. Said aircraft also needs engine change, propeller change and both wing flaps change.

On the T-28B trainers same problem as the previous reporting period has been encountered NORS on nose tires and brake lining. The training has been reduced to four (4) aircraft daily due to in commission rate so poor.

On the U-1A trainers only three (3) aircraft has been available for utilization during this reporting period.

On O-1A and O-1D aircraft no change of the previous reporting period. No major maintenance problem encountered during the month.

Heavy service has completed acceptance inspection on one C-47 gunship engine modification of C-47 43-48492 completed, major repairs has been completed on two O-1D aircraft C-47 45-1116 is presently undergoing temporary for one time flight to Thai-Am

### Training

Familiarization of flight line Quality Control Inspection on the use of work procedure sheets still in progress.

### Problems

Hangar #4 and T-28 parking ramp being flooded when it rain as previously reported but to date nothing has been done to solve the problem.

The taxi way in front of hangar #3 needs immediate repair due to the big cement slab sticking out in the middle of the taxiway.

No aircraft cleaning compound available for use.

### Plans

1. Monitor the use of Post-flight work procedure sheet.
2. Renovate the tool crib at hangar 4

### Safety

The Maintenance areas are increasingly becoming safety hazards. Good safety procedures are not being followed and will eventually result in much damage to aircraft, equipment and personnel.

A definite improvement is required immediately to rectify this area of growing concern. Some items of interest.

1. Free fall draining of AV-gas and JP-4 into various containers.
2. Running aircraft without chocks.
3. Starting aircraft without fire bottles manned.
4. Towing aircraft without wing walkers.
5. Storing munitions in working areas and where equipment is running etc.
6. Build-up of munitions, loading aircraft with munition, arming etc., in have discussed the munition with Base Commander and a new location was agreed upon. When revetment (protective) completed the munitions will be moved, additionally the T-28D flighters to be armed will be relocated from present area.

The above all makes up for a serious accident if action not taken to correct.

### Supply

Activity remained about the same as the previous month for KAF Supply. There seems to have been less parts shortages due to lack of timely replenishment action although lateral support requests to Udorn are steady and relieve many NORS situations. Three (3) T-28B's were relieved for FSN-5930-3277901. Switches, (11) T-28D's were relieved from NORS for FSN-1630-8690268 brake lining as well as four (4) C-47 aircraft for spark plugs. Longer down times would have occurred for these aircraft without lateral support from Udorn.

### Personnel

Work productivity continues at a slow place in all areas. Although there is seemingly greater activity in an attempt to correct well known problems, lack of supervision and follow through hampers steady progress,



### Training

Intensified on the job training has been stressed in all areas of supply again lack of on the spot supervision to correct problems as they arise makes the learning process very slow. The same mistakes repeatedly occur. It was learned that KAF has plans three (3) KAF personnel for CONUS Supply Training but it is believed only advanced training courses for automated systems are available and would not be with the manual supply system used by KAF. A seemingly better plan, be proposed is an OJT assignment for selected NCO's at Udorn AFB, Thailand to work with the manual system used at that location.

### Warehouse Stock Relocation Program:

A decision was made to utilize building board (Map Supplied) available on base for Bin Shelving-Assistance is being provided to set up power saws in Civil Engineering to cut this materials and put in place. Progress remains slow and a starting date is not yet known. Relocation and inventory of AU-24A spares has begun, but again lack of supervision and reluctance by the Chief of Supply to use recommendations provided to speed up relocation is causing much confusion in locating spares when requested by maintenance.

### Material Control/Stock Records Section:

Although much emphasis has been placed on the importance of timely stock replenishment action the out-put of replenishment requests to the requisition section remains very low. Productivity and increased supervision is a must if future parts shortages are to be alleviated.

An average of only 23 replenishment requisitions are generated daily by this section which is not sufficient to keep pace with demands. As a matter of information only about 17 per day were generated during January including 1150 immediate DD Form 1150 requirements submitted by Maintenance. This low activity in January and preceding months account for many parts shortages recently encountered.

### Requisitioning Section:

Last months report reflected increased requisitioning for stock replenishment, however, the input to AFIC was low as it was later learned. This section is capable of handling 100 or more line items per day if received from stock records for processing.

### Shipping and Receiving

Approval was obtained to ship C-47 reparable parts to Udorn rather than CONUS along with T-28 and AU-24A parts currently being shipped. Processing of reparables is extremely slow as before and further complicated by lack of air transportation on a regular basis. Increased supervision in this area is necessary in this area to expedite processing, insure tags complete, and insure preservation of parts to

prevent corrosion. Supervision is also necessary to prevent damage by insuring proper packaging of parts during transit as well as incoming shipments which are roughly handled causing frequent damage to hi-value Map Cargoes.

Original Signed By:  
E.J. Griffis  
E.J. Griffis

cc: DEM TMM  
ACO UTH via LTC. T.H. Hess  
MEDTC Training Officer  
Pres TPE  
CASEA UTH  
AVP BKK ✓  
File